





## Insurance.

# WHY YOU SHOULD INSURE WITH THE NEW YORK LIFE INSURANCE CO., (The Oldest International Life Insurance Company in the World.)

**SUPERVISED BY 32 GOVERNMENTS.**  
A POLICY with the Single Condition that the PREMIUMS be paid as agreed. A Policy with no restrictions regarding residence, occupation, travel, habits of life, or cause of death and at the same time including the greatest number of Privileges, Guarantees and Benefits ever embodied in a Single Life Contract. Because we are a purely Mutual Company owned and controlled by the Policy Holders, who alone receive the Profits, having no share or stockholders, with over

**GOLD - \$1,000,000,000**  
of insurance in force To-day.

The following is a comparison of the three Largest Companies:-  
**OFFICIAL FIGURES OF 1898 FOR THE NEW-YORK LIFE, MUTUAL AND EQUITABLE.**  
The Report of the New-York Life having been filed with the Insurance Departments, on January 6th, 1899, and the Reports of the Equitable and Mutual Life having been filed during the last days of February, 1899, the following figures are now obtained from the sworn Reports, of the three companies.

The figures here given, after deducting policies not paid for, show only those settled for in cash:

NEW BUSINESS FOR THE YEAR 1898.			
	No. of Policies.	Am't of Insurance.	Premiums.
New-York Life (Purely Mutual, all profits to its owners, the policy-holders).....	73,471	\$162,093,369	\$6,054,490
Mutual.....	51,785	128,780,088	5,146,549
Equitable (Capital Stock \$100,000).....	42,930	121,767,516	4,466,654

The New-York Life Led its Nearest Competitor, the Mutual, in placed and paid-for business by \$1,686 new policies, representing Gold \$23,313,000 of insurance, and Gold \$908,000 of premiums.

The New-York Life Led the Equitable, its Second Nearest Competitor, by 31,441 new policies, Gold \$20,835,000 of insurance and Gold \$1,567,845 of new premiums.

A line addressed to Mr. A. H. MYERS, Assistant Resident Manager, Hongkong Hotel, will receive prompt attention.

ARNHOLD, KARBURG & CO. and BIRLEY DALRYMPLE & CO.,  
Agents, Hongkong.

## To-day's Advertisements.

PROPOSED RECONSTRUCTION OF THE  
CHINA BORNEO COMPANY,  
LIMITED, IN LIQUIDATION.

THE REGISTER OF THE CHINA BORNEO COMPANY, LIMITED, IN LIQUIDATION, IS OPENED FOR ONE WEEK AND ALL TRANSFERS dated on or before the 14th day of September, 1899, can now be Registered and ought to be sent in immediately for that purpose.

J. WHEELER, Official Liquidator.  
Hongkong, 12th September, 1899. [1165a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"MARIA VALERIE,"

Captain A. Fellner, will leave for the above places TO-MORROW, the 13th instant, at Noon.

For Freight or Passage, apply to  
SANDER, WIELER & Co.,  
Agents.

Hongkong, 12th September, 1899. [1137a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Hodgins, will be despatched for the above Ports, on THURSDAY, the 14th instant, at 10 A.M.

For Freight or Passage, apply to  
DOUGLAS & CO.,  
General Managers.

Hongkong, 12th September, 1899. [1164a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Steamship

"ESMERALDA,"

Captain Cobban, will be despatched for the above Port, on THURSDAY, the 14th instant, at Noon.

This steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 12th September, 1899. [1114a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PYRRHUS,"

Captain Pitt, will be despatched as above on TUESDAY, the 19th instant, at Daylight.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 12th September, 1899. [1093a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"MARIA VALERIE,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon-Wharf and Godown Company, Limited, whence delivery may be obtained.

This vessel brings Cargo:-

From Venice, ex S.S. *Massimiliano* transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 18th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th instant, will be subject to rent.

Bills of Lading will be countersigned by  
SANDER, WIELER & Co.,  
Agents.

Hongkong, 11th September, 1899. [1173a]

## NOTICE.

THE OFFICES OF THE "HONGKONG TELEGRAPH" have This Day been removed to NO. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY,  
Manager.

Hongkong, 1st May, 1899.

## Intimation.

**A. S. WATSON & Co., LIMITED.**  
ESTABLISHED A.D. 1841.

## WINE AND SPIRIT MERCHANTS.

## PORTS.

(For Invalids and General Use.)

Per Case.

B.—VINTAGE, superior quality, Red Capsule.....\$14.40

C.—FINE OLD VINTAGE, superior quality, Black Seal Capsule.....16.20

D.—VERY FINE OLD VINTAGE extra superior, Violet Capsule (Old Bottled) 20.40

Per Case.

B.—SUPERIOR PALE DRY, dinner wine, Green Seal Capsule.....\$10.80

C.—MANZANILLA, PALE, NATURAL SHERRY, White Capsule.....12.00

D.—SUPERIOR-OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule.....12.00

E.—VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule.....14.40

F.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule (Old Bottled).....20.40

Per Case.

A. S. WATSON & Co., Limited.

QUEEN'S ROAD CENTRAL.

BIRTHS.

At Woodside, Singapore, on 1st September, the wife of F. E. JACO, of a son.

On the 6th of September, at Tientsin, the wife of AL. C. SCHOMBURG, of a son.

DEATHS.

At Ashinoya (Japan), on the 5th instant, CHARLES CARSA, the beloved only son of Mrs. R. Wortmann, and late of the Imperial Chinese Postal Service, aged 22 years.

At the General Hospital, Shanghai, on the 6th inst., ALEXANDER THURBURN, aged 63 years.

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(From Japanese Press.)

## The Transvaal Crisis.

THE REPLY FROM PRETORIA.

ARREST OF OUTLANDER LEADER.

THE "TIMES" CORRESPONDENT "WANTED," LONDON, September 3rd.

6.30 p.m.

It is believed that the reply from Pretoria to Mr. Chamberlain's dispatch states that the Transvaal Government is not unwilling to join in a conference to be held at Capetown with the object of explaining the working of the franchise proposals.

Mr. Pakenham, one of the Outlander leaders, has been arrested, and it is said that Mr. Moneybags, the Times correspondent, is "wanted" by the authorities.

Nevertheless the situation is regarded as more hopeful.

## Atrocities in the French Sudan.

PUBLICATION BY THE "MATIN."

LONDON, September 3rd.

The Paris newspaper *Matin* publishes an account of the extraordinary atrocities committed by Captain Voulet and Captain Chanoine in the French Sudan.

It will be remembered that Colonel Klotz and Lieutenant Meunier were recently dispatched to the Sudan to make investigations into these charges, and by orders of Captain Voulet were fired on and killed.

## The Prussian Diet and the Canal.

OFFICIALS DISMISSED.

LONDON, September 3rd.

Several officials opposed to the Canal project, which was recently defeated in the Prussian Diet, have been dismissed, especially those belonging to the Landrath. A number of influential families have been affected by the action taken.

## Accident to a Lake Biwa Steamer.

LOSS OF LIFE.

OTSU, September 3rd.

The boiler of a steamer on her way from Otsu to Sakamoto on Lake Biwa burst and the steamer foundered at Yanagaseki at 5 p.m. to-day. A number of lives have been lost, and eight bodies have been already recovered. The steamer belonged to the Kohan Steamship Company.

## A Gunboat for Amoy.

TOKYO, September 4th.

The gunboat *Tatsuta*, which was ordered from the Pescadores to Amoy, arrived at the latter place on the 3rd inst.

## The Recent Typhoon.

TOKYO, September 2nd.

The Home Department has decided to send higher officials to Shikoku and other places which suffered from the recent typhoon to report on the damage. Suitable officials are now being selected for the mission.

## LOCAL AND GENERAL.

FRIDAY, the 15th instant is the Parsee New Year's Day.

THURSDAY, being the Day of Atonement, all the Jewish offices of the Colony will be closed.

A CHINESEMAN named Fong Chung Hok was sentenced to three months' hard labour for attempting to pass a counterfeit Mexican dollar.

This morning, at the Magistracy, John Lyon was sentenced to six weeks hard labour for desertion from the Naval Yard Police, he having signed an agreement to remain in the force for five years.

LI KIT, a Chinese washerman, was sentenced to six months' imprisonment with hard labour for stealing \$125.80, a silver watch, a gold chain and a knife, total value \$291.80; \$102.90 was restored to complainant.

THE chartered transport *Tatara* will leave for San Francisco to-morrow morning. We understand that there is some question pending with the authorities as to the life-boat accommodation of the vessel.

H.M.S. *Pigmy* left Shanghai for Ningpo on the 7th instant owing to the missionary trouble at Fochow; she will probably return there a couple of days, and will then proceed to Hankow to relieve the *Esik* which is now stationed there. The *Esik* returns to Shanghai.

WE are pleased to note that the Police Range at Kowloon has been condemned as unsafe with the 303 rifles. We have frequently called attention to the dangerous situation of this range and hope soon to see it closed completely, both to new and old pattern arms.

THE flag was half-masted on the 7th instant on the Shanghai Custom House, news having been received from Japan of the death of Mr. Chas. Carcia, of the Imperial Chinese Postal Service. Deceased had lately gone to Japan on account of ill-health; he died on the 5th instant.

ELECTRICITY is making rapid strides in Calcutta, and punkah pullers will soon be a thing of the past, as the introduction of electric fans is becoming very general in the shops, public buildings, and private houses, while one or two of the churches expect to be fitted up soon. With the electric fan comes the electric light.

THE Agent of the Yokohama Specie Bank, Ltd., informs us that he is in receipt of a telegram from the head office stating that a dividend was declared at the half-yearly general meeting of 15 per cent. per annum and that afterwards an extraordinary general meeting was held and a resolution to double the capital of the Bank carried.

IT is stated by a vernacular paper that Mr. d'Arcy who recently attempted to exhibit his Marionettes in Peking was prevented from doing so the other day by the Commandant of the Peking Gendarmerie who arrested and punished the Abbot of a monastery which Mr. d'Arcy had rented and in which he had put up a stage. Mr. d'Arcy was also notified that no permission had been given him to show his Marionettes, the result of which was that he has made a claim on the Chinese authorities for Tls. 800 for his expenses from Tientsin to the Capital.

As Kang Yi is expected North very shortly now, the Provincial Treasurer of Chihli has decided to take the bull by the horns, and rush at him with Tls. 20,000 in the hope of getting off lightly. His subordinate officials will, it is said, follow suit. Someone has been making a good thing of it when conscience creates voluntary contributions in this way.

THE *Hupao* is in receipt of news from Peking that Liu, the head of the Empress Dowager's secret mission to Japan, has been ordered by telegram to return to China with all speed, and that, in consequence, he might be expected to arrive at Shanghai by the Japanese mail *Ching*, the *Hupao* colleague of Liu, arrived there ten days ago, having, it is rumoured, abruptly separated from the latter in anger, arising through some quarrel between the two. As Ching is said to have vowed to denounce Liu to Prince Ching, their joint patron, the sudden recall of Liu may have been connected with the above circumstances.

THE 16-inch 126-ton gun in construction at Watervliet Arsenal for the U. S. Government will have a range of nearly 21 miles, and a muzzle velocity of 2,600 feet per second. The angle of elevation it requires is 40°. The shell is to strike at 21 miles, and will reach a maximum elevation of 30,56 feet. Hitherto the longest range on record is said to be that of a 9.45-inch Krupp gun, fired at Meppen in Germany before the Emperor on April 28th, 1892. The shell mounted 21,456 feet into the air and fell 123 miles distant, in a matter of 70 seconds. On the day of the Queen's Jubilee, 1887, a 9.2-inch was fired at Shoeburyness and the shell landed 12 miles distant.

IN view of the great need of money for arming and equipping a strong army for the protection of Peking, a number of high officials in the Eighteen Provinces of the Empire have arranged to take the lead in their respective provinces in contributing to a special armament fund, to which all officials holding posts in the Imperial service, both Civil and military, are exhorted to give something. A Tientsin dispatch states that Ting Chieh (Manchu), Provincial Treasurer of Chihli, has headed the list of his province by contributing Tls. 20,000, and that the other officials in Chihli have been asked to show their patriotism at as early a date as possible.—*N. C. D. News.*

THERE is an interesting story in a recent issue of the *Age of Steel*, which British manufacturers might read with advantage. A large manufacturing firm in the United States, says our trade contemporary, recently offered prizes to its employees for practical suggestions for improvements in machinery under their operation. The idea was, of course, that nobody would be so likely to detect defects or to see the possibility of improvement in machinery as the man who daily handles it; but who, as a mere factory hand, has generally no stimulus to incite him to inventive observation. The result has been unexpectably large. During the last half of last year over 800 suggestions have been made, and over 200 of these have been tested and adopted.

THE following clipping from a recent issue of the *Southland Echo* serves to show how completely the editor is at the mercy of the compositor:-

At the examinations recently held in London in connection with the Incorporated Society of Musicians, Miss Daisy Dowsett, daughter of Mr. T. Dowsett, just, was successful in passing the preliminary grade in pianoforte playing. Miss Dowsett is a pupil of Miss Grace Young, Prof. Dip. I. S. M.

She has eight scuppers, four on either side, six relieving valves, and three water ballast tanks. She also carries a spare rudder, a mast (storm mast) and a storm fore lug, and a crew of thirteen, and her sails are by J. Horn of Limehouse. She will comfortably hold 90 people, as compared with the "Theodore and Herbert's" thirty.

Needless to say, the second para. refers to a new lifeboat and not to Miss Dowsett.

## WATER POLO.

The final match for the Hongkong Water Polo Challenge Shield was played yesterday afternoon at the V.R.C.'s enclosure between the V.R.C.'s A Team, consisting of J. Machado (goal), C. Hance & A. Loureiro (backs), A. Alves (Capt. (Half back), W. Armstrong, R. Henderson and F. Jorge (forwards), and the Kowloon Team, consisting of Sutton (goal), J. C. Logan & J. Moller (backs), R. Lapsley (Half back), and Hargreys (Capt.), H. S. Kennel and J. Miller (forwards).

There was a large number of spectators present, amongst whom were H.E. The Governor, Col. The O'Gorman, the Hon. J. H. Stewart Lockhart, Commander Hastings, Mr. Volpicelli, etc., etc. Through the courtesy of the P. & O. S. N. Co., a large lighter was moored at the North end of the enclosure, which afforded splendid accommodation for the spectators.

The Club, on winning the toss, decided to defend the south goal, leaving the north goal to be defended by Kowloon. On the word "go" the Club's centre, forward was the first on the ball and passing it to Alves, who shot long and wide, the ball got out of play. The Kowloon's goal-keeper took up the ball and after the referee had given the signal to start he brought his hand so far back that the ball was actually within the goal, thus scoring the first goal against his own team. The second goal was scored by Henderson who got the ball from a punch delivered by the Kowloon's goal-keeper. Shortly after this Alves swam up with the ball and put in a third, which was followed by one from Armstrong. At half time the score stood at 4 to nil. On resuming play the Kowloon made every effort to get on equal terms with their opponents and showed themselves up well and at times it certainly looked as if they would score. But the Club pressed them hard and at the referee's whistle to stop, the score stood at V.R.C. 8, Kowloon nil.

## THE PLAGUE.

Cases reported to 11th instant.....1,435.

Do. do. during past 24 hours.....4

Total.....1,439

Deaths reported to 11th instant.....1,375.

Do. do. during past 24 hours.....3

Total.....1,378

## RETURNED COMRADESHIP.

It will be remembered that we gave in our columns an account of a smoking concert given by the Junior non-commissioned officers of the Royal Welsh Fusiliers to their brother soldiers of similar rank in the Garrison. Last Saturday evening the compliment was returned by the N. C. Os. of the



of a treaty concluded in 1860 at the moment when France announced her protectorate over the island, British subjects had only to pay an import duty of 10 per cent. "Do you know what duty, notwithstanding this clause, these products are made to pay to-day? They are made to pay a duty varying from 56 to 79% all British goods, being thus excluded from the island trade, at the same time our ships are forbidden to engage in the coast trade."

These are the motives which urge English merchants to do all in their power to oppose any new acquisition by France abroad. Any territory occupied by France becomes, in effect, by the sole fact of that occupation, a territory closed to the trade of the world, and any progress realised by French expansion is immediately followed by a restriction of the commercial rights of other countries.

Do not look for and do not seek for any other cause. "Rivalry, jealousy, and envy." At Shanghai, for instance, English and French have worked side by side in perfect harmony. Never a dispute, never a disagreement even. The subjects of the two countries take their seats according to the chances of election, and to their mutual advantage and benefit—in turn in the French Municipal Council or the Anglo-American Municipal Council.

It is, in reality, only the question of commercial policy which divides to-day the two countries; it is not to be doubted that with a little time and a little patience we shall make an end of this difficulty, as we have made an end of others.—N. C. Daily News.

## THE WRECK OF THE "MORGAN CITY."

PARTICULARS OF THE CATASTROPHE.

ON MONDAY, midnight, September 4th, the United States transport *Morgan City* has been wrecked on the shore of the Inland Sea at a spot some ten miles distant from the town of Onomichi which is equidistant between the well-known Japanese ports Yokohama and Nagasaki. A disaster which might have been a dramatic tragedy of the war, the loss of the ship, owing to favourable circumstances, has been attended with any serious loss of life or property. The vessel was on her way to the Philippines, and was accompanied by a large number of soldiers, sailors, and civilians. The ship was carrying 300 officers and men of the United States regular Army with 62 of a crew. The regiment represented in this large augmentation of the Army in the Philippines are the 3rd, 4th, 14th, 18th, 21st, 23rd, 25th 4th Cavalry, and one company of the Signal Corps. Major Witich is in command of the troops. First-Lieutenant Casler is the commanding officer of the ship and Capt. Morris is in full command. Arriving at Kobe on Friday evening, direct from San Francisco, the *Morgan City* lay at anchor before proceeding on her voyage. Her course was through the Inland Sea to reach Nagasaki where she was to deliver coal and water. A pilot was taken from Kobe and it is stated in explanation of what befell the vessel that he (the pilot) had been on duty without sleep for 36 hours on end previous to taking charge of the *Morgan City*.

The night between Friday and Saturday proved dull, foggy and rainy as midnight passed. The difficulties in the navigation of the Inland Sea were, however, safely passed for some hundred or so miles of the way. The ship striking occurred at about 3 a.m. Saturday morning, when, as stated, the transport was within 8 or 10 miles of being abreast of Onomichi. The signal of danger was conveyed to the guard on duty by the sounding of the "Slow" and "Full Speed Astern" gongs. As it afterwards appeared the ship was discovered to be working for the point of an island, on striking which, according to the calculation of the pilot, so it is stated, she would have ripped open her side and sunk at once in deep water with what result to the vast ship's company can easily be imagined. It was seen that the ship was put up at a point and as speedily as it might. The effect of porting the helm, it was seen, would be the ripping open of the vessel's side as described. The course decided on to save this catastrophe was that of keeping the ship's head straight on to the land with the order previously given of course for full speed astern. The transport took the land with a heavy jar which awoke everybody on board and indicated that her speed must have been but about half reduced from the time the order for full speed astern was given.

The groaning brought the troops on deck at once but final accounts there was neither confusion nor even great alarm from the time the ship first struck to the time when the shipwrecked men bivouacked under shreds of her canvas on the beach. The officers were around, directing their men simply to obey orders, there being no immediate danger or call for excitement. These orders were taken in the spirit in which they were given and were generally observed. The land was easily seen from the ship's deck, the vessel being in fact, in appearance right on top of the rocks lying to the shore of the island.

An examination forward with the view of determining the state of the vessel was the first step. It was found that she was not making water and it was decided to attempt to get her back to deep water again. The engines were set full speed astern and to aid this movement the troops were shifted from port to starboard and starboard to port alternately several times, so that the swing thus induced in the hull of the ship might assist in working her off her position on the rocks. This was finally accomplished in about an hour's time and the big transport with her great main freight came quickly into deep water again. The cargo proved the worse for the shift however. It was speedily discovered that the new-made water forward at a great rate, the shifting of the hull from its previous elevation, having apparently left open a rip in her plates. So quickly was she now filling to fact that in only a short time, nine feet of water was reported forward. It was evident to the officers that the vessel must go down at very short notice and the decision was taken to head her straight for the sandy beach on the starboard side—several miles across the intervening channel. All the way to this beach the ship was drawing down lower into the water. She lowered so quickly indeed that she was soon flooded forward, and in a short time her smoke held engine-room were flooded, the fires being therefore drowned out. At the same time the water got among the bunker coals on one side, the result, being that the vessel was just on her last legs above water as she reached the sand. Still during this time there was no undue commotion or confusion, the previous good order and discipline prevailing to the end. The vessel got upon the sand and left sufficient freeboard to ensure present safety for those on board. Meantime while water was being made towards the ships, the boats had been got out, signals of distress above, and a crowd of Japanese boats brought along. By 7 p.m. the transport was on the beach a second time it was daylight, and

the landing of the men, which was at once commenced, was got into operation under the most favourable conditions. The crowds of native boats which had come along to offer assistance were utilised along with the ship's own boats. The whole ship's company, numbering close on a thousand in all, were on shore in a few hours. In the next few hours the ship went heavily to one side. This however did not prevent the removal of a large quantity of stores, detachments of the men being detailed off to bring these ashore. It was in connection with this salvage work that the only casualty which has occurred in the loss of the ship took place. Towards three in the afternoon when a number of the men were in the two decks and elsewhere throughout the vessel she suddenly began to slip into deep water. The men were busy to save themselves before the hull was completely submerged. As she then lay the transport showed above water only a small part of her bow, the upper section of the masts and of her funnel. This ended the matter so far as the ship was concerned. The men on shore were receiving the best of treatment from the Japanese, and as they were able to utilise the ship's canvas for shelter and the ship's stores, so far as saved, for food they made out on the whole very well. It remains to mention that the *Yoshino* Kan, flagship of the Japanese Squadron, offered any assistance desired in the way of medical aid, while the petty officers of the ship made up a present of tobacco for each of the petty officers and soldiers of the troops on board the *Morgan City*. Regarding the supposed casualty the facts are that on the roll being called when matters were in some sort arranged on shore it was found that one man was missing. It is supposed that he had gone down with the ship when she finally sank.

In addition to the other manifestations of interest and sympathy it ought to be mentioned that the Japanese Red Cross Society sent along a supply of eggs sufficient to put three round to every man. Further supplies of tobacco were forthcoming and the police made such arrangements as prevented any interference or undue crowding by the people who came to the scene in great crowds.

Capt. Morris yesterday proceeded to Nagasaki and made arrangements for the despatch of another transport to the scene of the wreck and it is expected that the men will be on their voyage again in a day or two.—Kobe Herald Cor.

## THE "ARGYLL"

The work of digging the *Argyll* out is proceeding, says the *Kobe Chronicle* of 5th inst. Mr. Ishikawa, an Assistant Mayor of Kobe, visited the Osaka Harbour Works Office yesterday with the object of borrowing a dredger to be used in re-floating the *Argyll*.

## THE TYPHOON IN JAPAN.

THE STORM'S RAVAGES.

Further particulars regarding the ravages caused by the recent storm are given in telegrams to the Home Department. The messages bear date 1st inst.—Kochi Ken.—Further enquiries show that the damages and fatalities caused by the storm in this Ken are more serious than were supposed. Latest returns show that one thousand seven hundred and thirteen houses and one thousand and seven hundred other buildings were completely demolished. Eight hundred and eleven houses and six hundred and thirty-two other buildings were partially demolished. Nine persons were killed and fifty-seven wounded. Eight cattle were killed and one hundred and eleven junks and boats were wrecked.

Yehime Ken.—A letter from the Besshi Copper Mines is to hand. Five hundred and seventy deaths have been reported up to the present. Forty-nine persons were wounded. Three hundred and sixteen persons were killed and seven were wounded in Nii Gun and forty-nine persons were killed and eight wounded in Uta Gun. Sugo Gun reports four deaths.

Okayama Ken.—One hundred and five persons were killed, four hundred and sixty-seven were wounded. Thirty-one cattle were killed or wounded. Three thousand seven hundred and eleven houses and two thousand four hundred and fifty-six barns, etc., were completely demolished; and one thousand seven hundred and fifty-eight houses and one thousand and thirty-five barns were partially destroyed. Seven hundred and one junks and boats were washed away or wrecked.

Kanagawa Ken.—The last despatch eleven deaths and twenty-seven cases of persons being wounded have been reported, while twenty-five dead bodies have been washed ashore.—Kobe Herald.

## THE ORIENTAL SCHOOL AT VLADIVOSTOK.

TOKYO, August 29th. According to a translation by the *Tokyo Asahi* from a Russian paper, the Russian Government intends opening a school at Vladivostok for the study of the Chinese, Korean and Japanese languages, besides a special course in the geography of Japan and Korea. Theology, anthropology, political economy, international law, the art of book-keeping, appraising, history of the Far East, etc., etc., are included in the curriculum. French and English are also to be taught, but they will be optional. The school is to be provided with dormitories, where the students studying at the Government's expense will be lodged. In the summer the students are to be despatched to the various countries of the Far East to investigate their condition, with a view to acquiring a mastery of outstanding questions. Military officers are also to study in the school. The graduates will be given all the privileges enjoyed by other Government schools in Russia proper. The sum of 80,000 roubles has been appropriated for building purposes, and 10,000 roubles for school apparatus this year. Next year the latter will be increased by 5,000 roubles. The yearly expenses for the maintenance of the school are estimated at 35,000 roubles for this year, 73,000 roubles for next year, and 94,100 roubles for the year after next. From 1902 onward the yearly outlay is fixed at 95,600 roubles.—R. Chron. Cor.

## UNÆSTHETIC KOREA.

In the course of his report II. B. M.'s Consul at Seoul says—The traveller who comes to Seoul from Japan or China is surprised to find that, with the exception of brass bowls, rough iron boxes, brass-mounted chests, and a few other articles, more clumsy than artistic, there is nothing whatever in the shops which he cares to take away with him as a memento of his visit, and what is true of Seoul is still more so of other towns throughout the peninsula. There can be few countries anywhere which do not offer more attractions in this respect than Korea. The scenery is almost everywhere strikingly beautiful, but apart from this, there is an absence of almost everything which makes a country interesting to the traveller. It is the habit to attribute this uniform dreariness and desolation to the Japanese invasion of three centuries ago; but there must be something lacking in the character of a people who have failed during such a long interval to achieve any advancement in arts or manufactures.

## SAD DEATH OF A CONSUL-GENERAL.

THROWN FROM HIS HORSE AND KILLED ON THE SPOT.

SINGAPORE, September 4th. We deeply regret to have to announce the death this morning from a deplorable riding accident of Dr. J. A. de Vicq, Consul-General for the Netherlands at Singapore.

Dr. de Vicq, who lives at Cree Hall, at Tanglin, went out for a ride this morning with his friend and neighbour, Mr. Hoynck van Papendrecht, both residing in Dalvey-road. They seem to have gone through the Gardens and turned into Tyersall-road. The horse Dr. de Vicq was riding was one which he was trying with a view to purchase and was rather fresh. Before going along Tyersall-road some words passed between the riders, jokingly, as to "a racing" as they were going the wrong way of the road. They turned in the road, and Dr. de Vicq went on at a smart canter, possibly forgetting the hill that is there. At any rate Mr. Hoynck lost sight of him, but followed down Cluny-road. At the junction with Bukit Timah-road he found the Doctor lying on the side of the road, insensible with H.E. Major-General Dickson, who was out riding and had come down Cluny-road, standing near. From the marks close to the bridge in Cluny-road it would seem that an attempt had been made to pull up the horse, but the corner being a tight angle the pace was perhaps too great. At all events the unfortunate gentleman was thrown off, and fell on his head, probably being killed instantaneously.

Mr. D. Brandt, who also came down Cluny-road on a bicycle, immediately went off to find a doctor and bring a carriage to convey Dr. de Vicq home. He never recovered consciousness, and when Dr. Fowle saw him he was quite dead, the cause of death being severe concussion.

Dr. de Vicq, who was a Knight of Orange-Nassau, and a Doctor of Philosophy, was but at years of age. He was originally in the diplomatic branch of the Foreign Office, as an attaché. He has acted as Consul at Jeddah, as Consul General at Melbourne, and as Consul General at Penang. On the retirement of Mr. George Lavino from the Consulate General, Dr. de Vicq, who had previously acted for Dr. Lavino, was appointed to the post, which he has now held for over two years. He was married but had no children. Madame de Vicq is understood to be at Copenhagen, and wherever she and Dr. de Vicq are known there will be universal sympathy with her in her sad and sudden bereavement.

The news of this melancholy accident was communicated to Mr. J. P. Joannin, the acting Coroner, about eight o'clock. He at once went and viewed the body, and gave the necessary permission for the funeral, which takes place this evening, the body leaving Cree Hall, the residence of the deceased, at 4.45 p.m. for the cemetery, where the cortege will arrive at half past five.—S. F. Press.

## THE PHANTOM SHIP.

The British sailing ship *Glossop*, Capt. Spicer, laden with Philippine sugar, which arrived recently at Philadelphia, tells a weird tale in its log: Mid-ocean, 14th May.—Lowering gauge, passed battered derelict wreck. Wreck gave chase; impossible to outstrip. Sailors morose and feared to look behind, many becoming almost insane. 21st May.—Wreck disappeared. Weather has lifted. Sailors knelt down and thanked God for their deliverance. The crew affirmed that they had merited the visitation for having thrown overboard four monkeys which had been given them by natives of Iloilo.

## LAYING THE DUST.

A HINT FOR THE D.P.W.

The Merchants' Association of San Francisco has been trying the experiment of sprinkling a street with water says *Appleton's Popular Science Monthly*, and finds that such water binds the dirt together by the paving stones, so that when it is dry no loose dust is formed to be raised by the wind; that sea water does not dry so quickly as fresh water, so that it has been claimed when salt water has been used that one load of it is equal to three loads of fresh water. The salt water which is deposited on the street absorbs moisture from the air during the night, whereby the street is thoroughly moist during the early morning, and has the appearance of having been freshly sprinkled.

## THE NEW U. S. SECRETARY OF WAR.

The appointment of Elihu Root, of New York, to the war portfolio, made vacant by the resignation of General Alger, seems to be, with few exceptions, received with favor by newspapers of every political complexion. The following sketch of his career appears in the news columns of the *New York Sun*: "Elihu Root was born on February 15th, 1845, in Clinton, Oneida Co., the son of Dr. Oren Root, until a few years ago professor emeritus of mathematics, mineralogy, and geology in Hamilton College. Dr. Root was a man of fine taste in literature and of solid and varied learning. He was succeeded in his professorship by his son, the Rev. Oren Root. Elihu Root was graduated from Hamilton in 1864, valedictorian of his class. Although distinguished in college by literary and scientific tastes, and proficient in classics and abstract science, he early determined to leave college in the academy at Rome, not far from Clinton, and then came to New York. Here he studied law under John Norton Pomeroy. He took a course in law at the New York University, and was admitted to the bar in 1867. Since that time he has practiced law continuously in New York.

"The first case of importance in which Mr. Root was retained was the suit of the People vs. Ingersoll, in which he successfully contended against Charles O'Connor's theory that the State instead of the country was the proper party to sue for money alleged to have been taken from the country. He exhibited such readiness of resource and such a thorough knowledge of the technicalities of law that his abilities were never after allowed to lie fallow. In many of the important cases with have since been employed. He conducted the defense of Stephen B. French, president of the Police Board, and obtained a legal triumph. He has been retained by many of the great corporations, and has been especially prominent in railroad and will cases.

"Mr. Root was a candidate for judge of the Court of Common Pleas in 1879. In 1886 he was made chairman of the New York County Republican committee. For a number of years he was the executive member from the Twenty-first Assembly district. He is now president of the Union League Club. He was vice-president of the Bar Association for a number of years and vice-president of Grant Monument Association. He has been a Hamilton College trustee since 1883, and he has been president of the New England Society. He received the degree of LL.D. from Hamilton in 1894. He was one of the most prominent members of State constitutional convention, and was chair-

man of the Judiciary committee. He has been one of the most earnest of Republican campaigners. His name has been prominent in past years when the party was looking around for mayoralty and gubernatorial timber. He was prominently mentioned this year for United States Senator, and later for Ambassador to Great Britain."

The *New York Journal* (Dem.), one of the most bitter opponents of General Alger, says of Mr. Root: "The only question with which we have to concern ourselves is whether he is a good man of his kind, and that he certainly is. He is no soldier, but he is so infinitely superior to Alger that we have a right to expect him to institute a revolution in the conduct of his department."

"The President has done a good thing, and as long as he does good things *The Journal* is with him. He has wiped off the slate and made a fresh start. He has a right to ask the country to reserve judgment until he makes some new mistakes."

The *New York Tribune*, which does not hesitate to criticize the Administration upon occasion, does not express an approval as unqualified as some other papers, but takes a hopeful view: "The President has consulted his personal preference in selecting General Alger's successor, but it is understood to be the case, Mr. Elihu Root's private and professional interests in New York have not deterred him from accepting the Secretaryship of War, there is no reason to doubt that his appointment will be kindly regarded by the country. Mr. Root is a successful lawyer whose practice has been large and diversified for many years; and he therefore fully satisfies the President's desire that the new member of the Cabinet should be qualified to handle the serious legal questions which, he thinks, the results of the war have developed upon the War Department. He has not had wide experience, we believe, as an executive in affairs of great magnitude and with a capacity for efficient work in any field to which he chooses to devote himself. In recent years especially, Mr. Root has given considerable attention in a professional way to the course and processes of legislation, and it is possible that the experience thus gained will be convenient to him in presenting the claims of the military establishment to the consideration of Senators and Representatives in Congress. Altogether the public will hope that he may show himself to be a man of skill and resource in the conspicuous place which he has been asked to fill."

The *Philadelphia Ledger* (Ind. Rep.) remarks upon Mr. Root's demonstrated intelligence, integrity, and independence as hopeful indications of better things in the War Department. The *New York Evening Post* (Ind. Dem.) considers him nearly an ideal man for the place. The *New York Times* (Ind. Dem.) says: "No man who knows Mr. Elihu Root's abilities and characteristics will have any misgivings as to his success in the post where his predecessor exhibited such a total want of it. It was the service of a trained and sagacious mind, a cool and sure judgment, and a wise counselor, not at law but in politics and policies, we imagine, that Mr. McKinley sought in Mr. Root. He will not be disappointed."

The *New York World* (Ind. Dem.), however, thinks Mr. Root no better than General Alger: "If the War Department is in need of a very able corporation lawyer, a defender and organizer of trusts, then the appointment of Mr. Root is admirable. If a man fit to direct war affairs is needed, then the selection is a bad one."

"Mr. Root is just as unfit for the place as Alger was, though his unfitness is different in kind. The man wanted at this critical juncture at the head of the War Department is a great administrator or a man familiar with military affairs and requirements, or, better still, a man who combines both these qualifications."

"The appointment of Elihu Root is a conspicuously unwise one made for personal and political, not for military or administrative reasons."—*Literary Digest*.

## SHIPPING REPORTS.

Captain T. Eager, of the steamship *Savona*, from Singapore, reports:—Fine weather.

Captain N. G. Major, of the steamship *Hongkong*, from Bangkok, reports:—Moderate winds and fine weather throughout the passage.

Captain A. E. Hodgkins, of the steamship *Hutchinson*, from Coast Ports, reports:—From Tamsui to Amoy experienced fresh N.E. wind and clear weather; Amoy to Hongkong light and variable winds, clear, sea smooth. Steamers in Swatow:—*Shashi*, *Phra Nang*, *Dagmar*, *Chi Kiang* Pak, and *Suezia*.

Captain R. Heintze, of the steamship *Preussen*, from Foochow, reports:—Left Shanghai on the 8th inst. at 1.12 a.m. and arrived in Foochow on the 9th at 10.20 p.m. Left Foochow the following day at 11.40 a.m. and arrived in Hongkong on the 11th at 6.59 p.m. Met with fine weather, light sea and moderate N.E. winds.

## NOTANDA.

CALENDAR.

SEPTEMBER. Meteorological means based on fifteen years' observations to 1898.

Barometer.....29.84  
Thermometer.....80.4  
Humidity.....77  
Rainfall.....8.33

YESTERDAY.

WEATHER REPORT. On date at On date at  
Sun.....29.97 4 p.m. 29.89  
Hardmeter.....29.97 4 p.m. 29.89  
Temperature.....75 81  
Humidity.....73 81  
Rainfall.....0.06 —

TO-DAY.

Tuesday, 12th September, 1899.  
Chinese—8th of 8th moon of 25th year of Kwang-si.  
Sun—Rises.....5hr. 47min.  
Sets.....6hr. 5min.  
High water—Morning.....6hr. 10min.  
Afternoon.....2hr. 35min.  
Low water—Morning.....8hr. 13min.  
Afternoon.....5hr. 50min.

ANNIVERSARIES.

1819—Marshal Blücher died.  
1854—Strike of Hongkong washermen.  
1887—The British barque *Billy Simpson* abandoned near the Pratas Shoal.  
1898—Fearful hurricane in the West Indies: 9,000 rendered homeless.

TO-MORROW.

Chinese—9th of 8th moon of 25th year of Kwang-si.  
Sun—Rises.....5hr. 47min.  
Sets.....6hr. 5min.  
Moon—First Quarter 5hr. 20 m.  
Moon—in Perigee 5hr. a.m.  
High water—Morning.....1hr. 12min.  
Afternoon.....none  
Low water—Morning.....9hr. 30min.  
Afternoon.....none

No inferior high—nor low—water.

## ANNIVERSARIES.

1806—Charles James Fox died.  
1872—The Grand Duke Alexis of Russia visited Hongkong.  
1876—Convention signed at Chefoo by Sir Thomas Wade and Li Hung-chang.  
1882—Battle of Tel-el-Kebir.  
1898—Yu Mianze creates Schriener riots.

## SHIPPING AND MAIL NEWS.

MAILS DUE.  
American (*Hongkong Maru*) 14th inst.  
English (*Coromandel*) 15th inst.  
German (*Sachsen*) 19th inst.  
American (*China*) 21st inst.

The P. M. S. Co.'s steamer *China* with mails &c. from San Francisco to the 25th ult. via Honolulu, has arrived at Yokohama, and will leave for this port via Inland Sea, Kobe, Nagasaki and Shanghai, to-morrow morning.

## HONGKONG AND WHAMPOA DOCK RETURNS.

*Isla de Cuba*.....at Kowloon Dock.  
*Carlisle City*....." "  
H.M.S. *Nonpareil*....." "  
*Fejbo*....." "  
*Kongnam*....." "  
*D. Juan d'Austria*.....Cosmopolitan  
*P. G. C. Kio*....." "  
*Taiyuan*....." "

## PASSED THE CANAL.

Outward.—11th August—*Luoa*, *Savona*, 18th August—*Kanaka*, *Maru*, *St. Gotthard*, and August—*Abercrombie*, *Acara*, *Afghanistan*, 25th August—*Glaucias*, *Siam*, *Janet*, *Orestes*, *Vladimir*, 29th August—*Andalusia*, *St. Mary*, *Sachsen*, *Olestra*, 1st September—*Benariga*, *Algoa*, *Pingo Maru*, *Omba*, *Tonkin*.  
Homeward.—1st Sept.—*Kanaka*, *Maru*, *Yangtze*.

## SWATOW WEEKLY SHIPPING REPORT.

(9th September, 1899.)

## ARRIVALS.

Date.	Vessel.	Where from.	Agents.
Sept. 3	<i>Nanyang</i>	Hongkong	J. M. & Co.
" 4	<i>Hainan</i>	"	"
" 4	<i>Phra Nang</i>	Bangkok	B. & S.
" 4	<i>Dagmar</i>	Hankow	Woo Kee.
" 4	<i>Maidauru</i>	Hongkong	B. & Co.
" 5	<i>Fornosa</i>	Amoy	J. M. & Co.
" 5	<i>Sichau</i>	"	"
" 5	<i>Canton</i>	Chefoo & N.	J. M. & Co.
" 6	<i>Wingang</i>	Shanghai	"
" 6	<i>Phoing</i>	Newchwang	B. & S.
" 6	<i>Takang</i>	Wuhu	J. M. & Co.
" 6	<i>Tamsui</i>	Amoy	J. M. & Co.
" 6	<i>Choyang</i>	Hongkong	J. M. & Co.
" 7	<i>Hailong</i>	Amoy	Woo Kee.
" 7	<i>Bellorophon</i>	Hankow	B. & S.
" 7	<i>Haitan</i>	Hongkong	J. M. & Co.
" 8	<i>Glenfalloch</i>	Amoy	B. & S.
" 8	<i>Savona</i>	Hongkong	L. & H.
" 9	<i>Fornosa</i>	"	J. M. & Co.
" 9	<i>Thales</i>	Amoy	"
" 9	<i>Wongkoi</i>	Hongkong	B. & S.

## DEPARTURES.

Date.	Vessel.	Destination.	Agents.
Sept. 3	<i>Savona</i>	Shanghai & Chefoo	C.M.S.N.
" 3	<i>Felching</i>	Amoy & Shai	"
" 4	<i>Tamsui</i>	Shanghai	B. & S.
" 4	<i>Maidauru</i>	Amoy	B. & Co.
" 4	<i>Hainan</i>	"	J. M. & Co.
" 4	<i>Phra Nang</i>	Hongkong	B. & S.
" 4	<i>Nanyang</i>	Amoy	J. M. & Co.
" 4	<i>Kiangnam</i>	Hongkong	Woo Kee.
" 5	<i>Hainan</i>	Shanghai	J. M. & Co.
" 5	<i>Huanan</i>	"	B. & S.
" 5	<i>Araden</i>	A. Moji	Woo Kee.
" 5	<i>Wingang</i>	Hongkong	J. M. & Co.
" 6	<i>Wingang</i>	H.K. & Canton	B. & S.
" 6	<i>Sichau</i>	Saigon	B. & Co.
" 6	<i>Tamsui</i>	Hongkong	"
" 7	<i>Choyang</i>	Shanghai	J. M. & Co.
" 7	<i>Hailong</i>	Hongkong	"
" 8	<i>Haitan</i>	Amoy	"
" 8	<i>Bellorophon</i>	H.K. & Shang	B. & S.
" 9	<i>Glenfalloch</i>	Spore & P.	L.V.S. Co.
" 9	<i>Takang</i>	Poochow	J. M. & Co.
" 9	<i>Thales</i>	Hongkong	"
" 9	<i>Fornosa</i>	Amoy	"
" 10	<i>Canton</i>	Shanghai	"
" 10	<i>Paoting</i>	"	B. & S.

## SHIPPING IN PORT.

Date.	Vessel.	Where from.	Agents.
Sept. 4	<i>Dagmar</i>	Hankow	Woo Kee.
" 4	<i>Kiangpak</i>	"	"
" 8	<i>Savona</i>	Hongkong	L. & H.
" 9	<i>Wongkoi</i>	"	B. & S.</



## Intimations.

NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP COMPANY.)

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU J. S. Thompson	Kobe and Yokohama	Friday, 15th Sept., at Noon.
*RIODUN MARU J. W. Ekstrand	VICTORIA, B.C. and SEATTLE, U.S.A. via Kobe and Yokohama.	Thursday, 21st Sept., at 4 P.M.
KANAGAWA MARU J. Mackenzie	MARSEILLES, SOUTHAMPTON, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID.	Friday, 22nd Sept., at Noon.
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	Saturday, 23rd Sept., at 4 P.M.
KOSAI MARU J. Nagao	VLADIVOSTOK, via SWATOW, AMOY, SHANGHAI, WEDDIE, CHEFOO, CHEMULPO and NAGASAKI.	Thursday, 28th Sept., at Noon.
FUTAMI MARU J. Thom	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	Friday, 29th Sept., at 4 P.M.
KAGOSHIMA MARU R. Nunome	Kobe and Yokohama	Friday, 29th Sept., at 4 P.M.
SADO MARU W. Thompson	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	Friday, 6th October, at Noon.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 9th September, 1899.

A. S. MIHARA,  
Manager.Dr. KNORR'S  
ANTIPYRINE

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"LION BRAND."  
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.  
FEVER, RHEUMATIC and NEURALGIC AFFECTIONS.  
NERVOUS AFFECTIONS.

## ARGONIN.

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SOLUBLE CASEIN-SILVER PREPARATION.  
Used in Gonorrhoea in a 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.  
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

Dr. OVERLACH'S  
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"LION BRAND."  
ANTIPYRINE—CAFFEINE—CITRATE.  
(1) Excellent results in the severest cases of migraine, as well as in headache arising from alcoholic, nicotine and morphia poisoning, neurasthenia, influenza, grippe, &c.  
(2) The best antipyretic, even in threatened collapse, because the caffeine of Migrantine acts simultaneously as an anesthetic.  
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The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.  
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THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

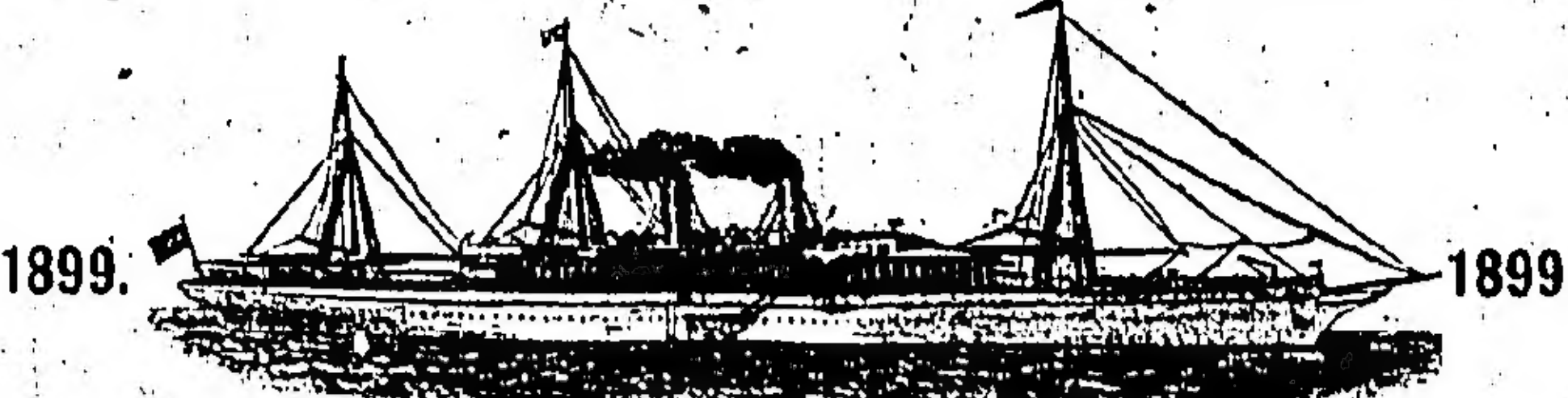
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21 & 23, QUEEN'S ROAD, HONGKONG,  
35, WATER STREET, YOKOHAMA  
and  
36, DIVISION STREET, KOBE.  
Hongkong, 15th March, 1898.

[42/21]

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## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept., 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.  
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates, Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.  
For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Cantonment Street.

Hongkong, 30th August, 1899.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Sept., at Daylight.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th Nov., at Noon.

## THE Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd September, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.  
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.  
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

Hongkong, 8th September, 1899. [1310]

## WEST RIVER SERVICE.

## THE New River Steamers

"SAMSHUI," "WUCHOW," will be despatched alternately from Messrs. DOUGLAS LAUREN & CO'S WHARF at 5 P.M. on MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at KONGMOON, KAMCHUCK, SANSUI, SHUNTING and TAKHUNG.

Both Vessels have Superior Accommodation for Saloon Passengers.

Fares, including Sleeping Berth.

HONGKONG to SAMSHUI ..... \$ 5

HONGKONG to WUCHOW ..... \$10

Meals can be obtained on Board.

For further information, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st August, 1899. [1058]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

## THE Steamship

"BENGAL," Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 16th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London, under arrangement will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 2nd September, 1899. [5]

NORTHERN PACIFIC  
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

## PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Glenogle ..... 3/750 R. D. Jones ..... [Oct. 17]

Tacoma ..... 2/811 A. Dixon ..... [Oct. 21]

## FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Humboldtshire ..... 2/874 W. A. Evans [Oct. 7]

Lemah ..... 3/677 Williamson [Nov. 4]

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables, Doctors and STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS.

The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 1st September, 1899. [14]

## SAILING VESSEL.

## FOR NEW YORK

THE 3/3 A. I. American Ship

"CHALLENGER," shortly expected from MANILA, will load here for the above port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co.

Hongkong, 28th July, 1899. [974]

## Mails.

NORDDEUTSCHER  
LLOYD.HAMBURG-AMERIKA  
LINIE.

(Freight Service.) (East Asiatic Service.)  
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALESIA	HAVRE and HAMBURG.	14th September.
Knuth	(LONDON with transhipment in HAMBURG)	About 27th September.
NURNBERG	HAVRE and HAMBURG.	1st October.
V. Binzer	(LONDON with transhipment in HAMBURG)	About 11th October.
*SAVOIA	HAVRE and HAMBURG.	About 19th October.
Jager	(LONDON with transhipment in HAMBURG)	About 27th October.
SUEVIA	HAVRE and HAMBURG.	About 30th October.
Förek	(LONDON with transhipment in HAMBURG)	About 30th October.
SERBLA	HAVRE and HAMBURG.	About 30th October.
Osternann	(LONDON with transhipment in HAMBURG)	About 30th October.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

[51] CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan, PORTS and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information, as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th September, 1899. [730]

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Friday, 27th October, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 21st Nov., at Noon.

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 3rd October, at Noon taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 12th August, 1899. [71]

## THE OVERLAND RAILWAYS, AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th Sept., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 10th October, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 4th Nov., at Noon.

will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 16th September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates, and particulars of the various Routes, may be obtained upon application.

Special rates (First class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. The discount does not apply to through fares for China and Japan.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 8th September, 1899. [14]



## BY THE MAIL.

(From Home Papers).

## Weeks Island.

A telegram received from Tokyo states that there is no truth in a report which has been circulated that the Japanese flag has been hoisted on Marcus or Weeks Island. The island in question is a low-lying reef to the north-east of the Mariana or Ladrones recently acquired by Germany from Spain.

## San Domingo.

The movement in the United States in favour of the annexation of San Domingo is growing. The sooner the annexation takes place the better. The two disorderly republics of Hayti and San Domingo are a disgrace to civilisation. They are steadily relapsing into barbarism and anarchy. Twenty-five years ago General Grant wished to acquire San Domingo, but was overruled. The experience of a generation has shown that his proposal was eminently wise and statesmanlike.

## Lobengula's Love Affair.

Despite the elaborate and repeated denials of the management of Savage South Africa that anything of the kind was intended, Lobengula and his fiancée, Miss Florence K. Jewell, made an attempt to get married recently at St. Matthias's Church, Warwick-road, Earl's-court. In the absence, however, of his vicar, the Rev. G. F. Lane declined to proceed with the wedding. The parties then repaired to the Grosvenor Hotel, where after a prolonged conference, Dr. Tristram gave the Rev. Mr. Lane the necessary sanction to marry the curiously-assorted pair.

## The Indian Frontier.

The Indian Viceroy's proposals for the protection of the Indian frontier have received the sanction of the Secretary of State. Lord Curzon's new policy, it is claimed, will restore to the regular army a large number of troops hitherto quartered at fortified posts in the tribal country, and will, it is hoped, result in an annual saving of many lakhs of rupees to the Exchequer. The enlistment of tribes in defence of their own country by enrolling them in local militia corps, under British officers, according to the requirements of the locality is proposed, while movable columns and camps, connected with the military bases in India by light railways, will support the positions where necessary.

## The German Manoeuvres.

The German army manoeuvres this year are to be held on an exceptionally big scale. They are to be carried out by three Army Corps—the 13th (Württemberg), 14th (Baden), and 15th (Alsace). These three corps will be separately reviewed by the Emperor on Sept. 4, 7, and 8 respectively. They then engaged in combined manoeuvres—somewhere near Strassburg, the entire operating force comprising ninety-five battalions, ninety squadrons (including two independent cavalry divisions), and seventy batteries, or over 400 guns. It will be noticed that only half the garrison of Reichelsland is to be mobilised for these manoeuvres, the 16th Corps (Lorraine) being required during their duration to maintain "die Wacht am Rhein."

## The Sirdar's Greeting.

The Sirdar's first words to Mr. Neufeld, at Omdurman, are very characteristic of the man and the race. "Well," said the Sirdar, "are you all right?" Not a very emotional form of address to the man who had for twelve years been the Khalfis prisoner. According to all the rules of the game of war, the Sirdar, as the victor, should have fallen on each other's necks. However, the speech reported above was, for the Sirdar, quite long and friendly. He might have said, "Mr. Neufeld, I presume;" or "the Sirdar might have presented his compliments;" or, again, he might have said nothing. The actual speech was not gushing, we admit, but, at any rate, it was cool, cheery, and to the point—like the man from whom it proceeded.

## The Late Tsarevitch.

A letter from St. Petersburg on the late Tsarevitch George is published in the *Frankfurter Zeitung*. The writer, after praising his goodness and emphasising the respect and love with which he was regarded by the mixed population in the peaceful Caucasian Valley, concludes as follows:—"The Tsarevitch was married, then. He was, in fact, the happy father of a family. This is an open secret in Russia, but it is not much talked about. The Press here has, of course, to preserve silence on this point. While the Tsar had only three daughters born to him, his brother George was the father of sons. Irony of fate! Soon after the Tsarevitch was obliged, on account of his illness, to retire to Abbas-Tuman, he made the acquaintance of the descendant of a Caucasian Royal house, who it is said, was a telegraph clerk. The Tsar Alexander III. had nothing to say against his son's morganatic marriage; but made the remark, 'One must not deny a dying man anything!'"

## Paris to New York by Land.

Mr. Harry de Windt, the well-known explorer, is going to make another attempt of journeying from Paris to New York by land next year. Mr. de Windt will leave Paris on Sept. 1, and travel to Moscow, whence he will proceed by the Trans-Siberian Railway to Irkutsk, via Omsk and Krasnoyarsk. From Irkutsk he will go to Yakutsk by sleigh, driven by horses, and from Yakutsk to East Cape, Behring Straits, via Verkhansk, Sredni, Kolymsk, and Wankarem by dog sleighs. The traveller hopes to reach East Cape, Behring Straits, by the end of March, and has made arrangements with a San Francisco whaler to call for him at East Cape when the navigation opens, about the end of June, and to take him to Herschel Island, at the mouth of the Mackenzie River, in the Arctic Ocean. Mr. de Windt will then ascend the Mackenzie River in boats and travel, via Fort Goodhope, Fort Simpson, the Great Slave Lake, and Fort Chipewyan, to the Athabaska Landing, and thence via Winnipeg to New York, which he hopes to reach early in October, 1901.

## A French Fisherman Shot.

At midnight on 8th ult. the torpedo-boat *Leda* discovered a French trawler fishing in British waters off Dungeness, and signalled her to stop. The trawler made off under all sail, the *Leda* gave chase, and, after firing several blank shots without her bringing to, the commander directed that ball cartridges should be fired so as to damage her rigging. She was then boarded, when it was found that one of her crew, who had been steering, had been shot in the head and killed. The trawler was towed into Folkestone, and an inquest was held on the body of the fisherman. The captain of the trawler stated in evidence that they did not understand the signals of the gunboat, and that when the shot was fired which killed the steersman the vessels were only about two yards apart; but the commander of the *Leda* and several other witnesses stated that the trawler made no persistent endeavours to escape, and kept continually tacking across the bows of the gunboat, and that the chase lasted about an hour and a quarter before even blank cartridges were fired. When the ball cartridges were fired the trawler was over sixty yards off. The jury found a verdict of "Accidental death," and, while expressing sympathy with the relatives of the deceased, exonerated the officers of the *Leda* from all blame.

## Admiral Dewey.

Admiral Dewey's flagship, the *Olympia*, arrived at Naples on 5th ult. The vessel was saluted by the Italian artillery, and the gallant officer received cordially by the population. Soon after his arrival he received a telegram from the Italian Minister of Marine, "saluting the winner of the Battle of Cavite." The warm reception given to Admiral Dewey in Italy is regarded with mixed feeling by the Italian Government, which does not wish to give offence to Spain, a kindred Latin nation. The Spanish Ambassador at Rome protested, against the toasts proposed by General Bogliolo, Admiral Gonzales, and the Prefect of Naples during the reception given to Admiral Dewey at Naples, in which the American victories over Spain were glorified. In consequence of the Ambassador's protest the Government requested General Bogliolo, Admiral Gonzales, and the Prefect to furnish explanations, which the Ambassador has accepted as satisfactory.

Mr. Long, the United States Secretary of the Navy, has telegraphed to Admiral Dewey permission to visit London. As such a step, welcome as it would have been, betokened an official change of opinion, the *Staff* wished to the gallant admiral at Naples, asking him if we might confirm or deny the report, and in the former case, if we might add what his plans were. Admiral Dewey telegraphed:—"Regret cannot visit England. Must arrive New York Oct. 1st."

## French Troubles in China.

PARIS, August 8th. The *Politique Coloniale* states that the events which have occurred at Mong-tse are very serious. The Chinese miners have torn up a French flag, and have pillaged the French Consular office. Mr. Doumer, the Governor-General, has massed two thousand European soldiers and four batteries of Artillery in the neighbourhood of Loakai for the purpose of occupying Mong-tse. In consequence of the attacks made at Kwang-Chau against the French representative, one thousand two hundred men have been landed in order to ensure respect for French rights. Mr. Doumer is said to intend to resign if the Government instructions do not tend towards rapid and decisive action.—*Reuter*.

## THE QUEEN'S SPEECH.

August 9th.—By the prorogation of both Houses until Oct. 27, the fifth Session of the present Parliament came to an end. The Queen's Speech, as read by the Lord Chancellor, was as follows:

*My Lords and Gentlemen,*  
My relations with other Powers continue to be friendly.

The Conference summoned by the Emperor of Russia to consider measures for promoting the maintenance of peace, has completed its sittings. Although the result of its deliberations has not fully corresponded with the lofty aims which it was summoned to accomplish, it has met with a considerable measure of success. The institution of a permanent Tribunal of Arbitration cannot fail to diminish the frequency of war, while the extension of the Geneva Convention will mitigate its horrors.

I have concluded a Convention with the President of the French Republic, by which the spheres of influence of the two Powers over a large portion of Northern Africa have been determined. Such an agreement had become necessary, especially in respect to the Valley of the Nile, in consequence of the successful operations of the Anglo-Egyptian army during last autumn. I have concluded an agreement with the Emperor of Russia for regulating the conditions under which either Government will encourage the development of railway enterprise by its own subjects in China.

I have received a petition from a considerable number of my subjects residing in the South African Republic praying for my assistance to obtain the removal of grievances and disabilities of which they complain. The position of my subjects in the South African Republic is inconsistent with the promises of equal treatment on which my grant of internal independence to that Republic was founded, and the unrest caused thereby is a constant source of danger to the peace and prosperity of my dominions in South Africa. Negotiations on this subject with the Government of the South African Republic have been entered into and are still proceeding.

From my Indian Empire I have continued to receive satisfactory reports of the rapid recovery of agriculture and trade from the depression caused by the late famine; but during the last few weeks the rainfall has been insufficient over a portion of Western and Central India, and fears are entertained as to the prospects of the harvest in those regions. My officers are carefully watching the situation, and timely precautions to meet any scarcity, should it occur, will be adopted. I regret to add that the plague, though still confined to the areas affected last winter, shows no sign of abatement.

*Gentlemen of the House of Commons,*  
I thank you for the liberality with which you have provided for the naval and military defence of my Empire.

*My Lords and Gentlemen,*  
The formal inclusion within my Empire of the territories occupied by the Royal Niger Company, will facilitate the good administration of that region and the effective defence of its frontier.

I have had great satisfaction in giving my assent to a Bill for completing the organisation of Municipal Government in London. I do not doubt that the inhabitants of the various portions of this Metropolis will derive from it the benefits which similar institutions have conferred upon other cities and towns in this country.

I have also gladly sanctioned Bills for the simplification of private legislation in Scotland, for the encouragement of agricultural and technical education in Ireland, for the better distribution of the supply of water in the Metropolis, for the removal of an injustice in regard to the incidence of rates under which the benefited owners of the rate charge have too long suffered, and for securing the purity of certain articles of food and drugs.

I trust that the Bill which you have passed for consolidating the Educational Departments, and extending their powers, will tend to the improvement and completion of our educational system.

The measures you have passed for facilitating the acquisition of the ownership of small houses by those who occupy them will be of considerable advantage to the working classes in many parts of the country.

I pray that the blessing of Almighty God may attend upon the fruit of your labours for the benefit of my people.—*L. & C. Express*.

## DO COLONIES PAY?

A FEW FACTS AND FIGURES.

Our colonies cost the British taxpayer £1,250,000 a year. That is, the colonies cost every person in the United Kingdom 7½d. a year, and in exchange the colonies buy over £2 5s. worth of goods from every person in the kingdom. Is not that a profitable transaction? Now the French colonies are expensive. They cost the patient Frenchman £3,550,000 a year, and they buy less than £15,000,000 of goods from him.

Money has been poured out like water in French Western Africa. Madagascar cost £4,000,000 to conquer, and now £600,000 a year to keep. The fourteen families of settlers in Tonkin cause £1,000,000 a year to be spent on that colony.

Her colonies cost Germany £408,000 a year—£71,000 more than the goods they buy from her. Holland's colonies are cheap at £16,000 per annum, for Portugal's puny lot cost £138,000. Since 1870 the Portuguese colonies have cost the motherland £15,000,000, or £500,000 a year out of a total revenue of £11,000,000.

Spain, too, would be immeasurably better off if she had never colonised. The Cuban revolt cost £60,000,000 before America stepped in. The interest on the Spanish Colonial Debt absorbs £3,800,000 a year.

Since 1882 Italy has spent £14,000,000 in colonisation—for absolutely nothing. Even now the barren strips of land on the Red Sea littoral cost £700,000 a year. Towards the expenses of the Congo State, Belgium pays £80,000 a year, and that unfortunate enterprise is rapidly getting into debt.

To repeat the opening question: Do colonies pay? Yes; if you get the right men to found and manage them. But there is only one man who knows how to colonies and can make colonies pay. His name is John Bull and sons—branches everywhere.

## A UNIQUE LIFE-BUOY.

DESIGNED BY REAR-ADMIRAL HICHBORN.

The Franklin life-buoy, a unique invention of Rear-Admiral Hicbhorn, is now in use, not only on all vessels of the United States Navy, but also to a great extent on the vessels of all considerable naval Powers. Like all other useful inventions, it is simple in principle, being a hollow airtight metal ring, provided with two automatic torches which make it possible to locate the buoy at night. The torch staves are so pivoted to the ring that they will lie in the same plane and slowly rotate against the side of the ship when the buoy is not in use; but when it is dropped, they assume, by virtue of the weight of their lower ends, a vertical position in the water thus raising the signals above the surface. Each torch staff is fitted with a chamber at the lower end containing calcium phosphide, a chemical which ignites by contact with the water. When the buoy is dropped, the seals of these chambers are broken automatically, and admission of water permitted, and the gases of combustion ascend and produce a large flame at the top, the combustion being so regulated that there is no danger of over-heating. The flotation of the buoy is sufficient to sustain three men, the central space accommodating one in a sitting position, supported by a chain which crosses the opening. Generally two of these buoys are hung near the stern, where they can be most easily dropped entirely clear.

## CURE FOR TUBERCULOSIS.

WASHINGTON, August 3rd.

A new remedy for tuberculosis, developed in France, has been reported to the State Department by United States Commercial Agent Alvoird at Roubaix. It is a treatment called to the attention of the Academy of Medicine by Dr. Mendal, and consists in the daily injection into the bronchial tubes of essence of eucalyptus thyme and cinnamon, held in solution in olive oil. The oil in descending slowly comes into contact with the walls of the tube and upper lungs. The gas set free saturates the air in the lungs and acts on the mucous membranes. In sixteen cases treated, after one or two weeks there was in all a lessening or complete cessation of the cough or expectoration, as well as a return of sleep, appetite and strength.—*Price Chronicle*.

## Intimations.

-NOTICE-

NIGHT SCHOOL FOR EUROPEANS, by an EX-SCHOOLMASTER.

Terms moderate, for Particulars apply to "Z."  
c/o This Office.  
Hongkong, 13th August, 1899. [1048]

ALL KINDS OF  
PROVISIONS, CUTLERY, BRUSHES, BROOMS,  
VINOLIA SOAPS AND SCENTS,  
FANCY GOODS, TOBACCOS  
AND CIGARETTES.

THE MUTUAL STORES  
(SUB AGENTS LIPTON LIMITED),  
57 & 59, QUEEN'S ROAD CENTRAL.

CHEAPEST HOUSE IN THE COLONY.  
Hongkong, 9th September, 1899.

## Auctions.

## GOVERNMENT NOTIFICATION.

No. 492.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 18th day of September, 1899, at 3 P.M., are published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary's Office,  
Hongkong, 2nd September, 1899. [1159a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Yau Ma Tei, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.		Boundary Measurements.		Contents in Square Feet.		Annual Rent.		Upset Price.	
No. of Sale.	Locality.	N.	E.	S.	W.	£	s.	£	s.
1	Yau Ma Tei	250	250	600	600	16	0	41	250

## GOVERNMENT NOTIFICATION.

No. 493.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 18th day of September, 1899, at 3 P.M., are published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary's Office,  
Hongkong, 2nd September, 1899. [1160a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Mong Kok Tai, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.		Boundary Measurements.		Contents in Square Feet.		Annual Rent.		Upset Price.	
No. of Sale.	Locality.	N.	E.	S.	W.	£	s.	£	s.
1	Mong Kok Tai	320	320	490	490	17	0	42	250

## GOVERNMENT NOTIFICATION.

No. 494.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 18th day of September, 1899, at 3 P.M., are published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary's Office,  
Hongkong, 2nd September, 1899. [1161a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.		Boundary Measurements.		Contents in Square Feet.		Annual Rent.		Upset Price.	
No. of Sale.	Locality.	N.	E.	S.	W.	£	s.	£	s.
1	Queen's Road, East (on the hill side approached from Ship St.)	60	60	45	45	9	0	37	810

## Intimations.

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
CHARTERS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c. &c. &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
AND  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.

EVERY KIND OF  
SHIPS STORES AND REQUISITES  
ALWAYS IN STOCK

AT  
REASONABLE PRICES.

Hongkong, 14th May, 1896. [10]

CARBOLINEUM-AVENARIUS  
USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,  
LUTGENS, EISENMANN & Co.  
Hongkong, 11th September, 1899. [10]

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.  
THE Company's Steamship

"THALES,"  
Captain Hall, will be despatched for the above Port, TO-MORROW, the 13th instant, at Daylight.  
For Freight or Passage, apply to  
DOUGLAS LARPAK & Co.,  
General Managers.  
Hongkong, 11th September, 1899. [1153a]

FOR MANILA.  
(Taking Cargo at through Rates for 11,010.)  
THE Steamship

"SALVADORA,"  
Captain Goitelo, will be despatched as above on THURSDAY, the 14th instant, at 4 P.M.  
For Freight or Passage, apply to  
BRANDAO & Co.,  
Agents.  
Hongkong, 11th September, 1899. [1156a]

FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Steamship

"LIGHTNING,"  
Captain S. Nelson, will be despatched for the above Ports, on SATURDAY, the 16th instant, at 3 P.M.  
For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
Agents.  
Hongkong, 11th September, 1899. [1158a]

THE OSAKA SHOSHEN KAISHA, LIMITED.  
FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship

"MAIDZURU MARU,"  
Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 17th instant, at Daylight.  
For Freight or Passage, apply to  
MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 11th September, 1899. [1151a]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR TIENTSIN.

"KWEIYANG,"  
Captain Underbridge, will be despatched as above on SUNDAY, the 17th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 5th September, 1899. [1135a]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.  
THE Company's Steamship

"TAIYUAN,"  
Captain Nelson, will be despatched on WEDNESDAY, the 27th instant, at Noon.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 8th September, 1899. [1147a]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR MANILA.

"TAIYUAN,"  
Captain Nelson, will be despatched as above on WEDNESDAY, the 27th instant.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 8th September, 1899. [1146a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"  
Captain Clyma, will be despatched as above on MONDAY, the 20th October, at 4 P.M.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.  
A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 9th September, 1899. [1149a]

OCEAN STEAMSHIP COMPANY.  
FOR LONDON VIA SUEZ CANAL.

"SARPEDON,"  
Captain Grier, will be despatched as above on TUESDAY, the 3rd October.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 8th September, 1899. [1148a]

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship

"ARGYL,"  
will be despatched for the above port and will be followed by  
S.S. "JOHN SANDERSON" At Intervals  
S.S. "AFGHANISTAN" of 2 weeks.  
For Freight, apply to  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 9th September, 1899. [1041a]

## Shipping.

## STEAMERS.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship

"INDRANI,"  
Captain Campbell, will be despatched as above on MONDAY, the 18th instant, at Noon.  
For Freight, apply to  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 11th September, 1899. [1065a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.  
(ROBT. M. SLOMAN & Co.—HAMBURG).  
FOR NEW YORK VIA SUEZ CANAL.  
THE Full-powered Steamship

"PISA,"  
Captain Fendt, will be despatched as above on SATURDAY, the 23rd instant.  
The Steamer has Superior Accommodation for Passengers and has an Average Speed of 13 knots per hour.  
For Freight or Passage, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 11th September, 1899. [1038a]

SHEWAN TOMES & CO'S "NEW YORK" LINE.  
FOR PHILADELPHIA AND NEW YORK.  
THE New Steamship

"PING SUEY,"  
Captain C. de la Perrelle, will be despatched for the above Port, on or about the 5th October.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 21st August, 1899. [1020a]

## Consignees.

NOTICE TO CONSIGNEES.

S.S. "JOHN SANDERSON,"

FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.



